

Operations
CAP FLIGHT MANAGEMENT

SUMMARY OF CHANGES: This Supplement revises paragraphs as required to conform to the current CAPR 60-1. It deletes PCR-specific over-water language as that information is now in the parent document. It revises language herein to reflect "shall/will" statements. It introduces crew rest guidelines and revises wing commander waiver authority involving turbo-charged aircraft

CAPR 60-1, 10 June (Including Change 1 of 19 October 2004 and Change 2 of 1 Jan 2006) is supplemented as follows:

Chapter 1 - GENERAL INFORMATION

1-3. b. AMENDED: Supplements and/or Operating Instructions. Proposed wing supplements, OIs, or changes thereto, either to CAPR 60-1 or to PCR Supplement to CAPR 60-1, dated 13 August 2006, shall be submitted to Pacific Region Headquarters, PCR/DO, for review and approval prior to submission to National Headquarters (NHQ). Approved changes will be forwarded in a timely fashion to NHQ, CAP/DO, for their approval prior to distribution.

Chapter 2 - GENERAL OPERATING RULES

2-1. p. ADDED: Survival Equipment. Wing commanders shall establish recommended survival equipment lists and oxygen requirements for their respective Wings taking into consideration seasonal requirements and the terrain over which CAP missions are typically conducted. In the event of a forced landing or ditching, all occupants will have sufficient supplies available to them to insure that they will be protected from excessive exposure and able to sustain themselves for at least 72 hours. The list shall include drinking water, specialized first aid, survival and two separate forms of signaling equipment.

2-9. AMENDED: CAP Membership Cards and Uniforms. The standard PCR "appropriate CAP uniform" is a Nomex flight suit, gloves - preferably Nomex -- and full leather boots. Wing commanders may authorize other CAP uniforms as required to accomplish CAP flight operations IAW CAPR 39-1 or authorize "no" uniforms when specifically requested by the customer for Counter-Drug missions.

2-15 Flight Time and Duty Limitations. Effective crew rest is dependent upon total time since adequate sleep, whether or not work or CAP duty is involved. In addition to existing CAPR 60-1 rules, all flights which will operate later than one hour after sunset will have a pilot-qualified crew member in the other front seat unless the PIC is normally on a nocturnal work schedule and otherwise is in compliance with the basic regulation. This additional pilot need not be current or qualified; his/her function is to provide knowledgeable support to the PIC.

a. This requirement may be waived by the Wing CC/CV/DO on an individual sortie basis when compliance is not feasible and the increased risk incurred is warranted by the urgency of the mission. This waiver must be annotated in writing and retained with the FRO documentation for that sortie.

b. This requirement does not apply to flights operating immediately after sunset or pre-sunrise to obtain / retain night currency.

c. This requirement does not apply to "early-launch" flights conducted immediately pre-dawn.

d. This requirement may be modified by Alaska Wing to accommodate their diurnal extremes of darkness and daylight.

2-19 a. 6. ADDED: Operational Requirements and Restrictions. Powered aircraft operations are predicated upon adequate power reserve to operate safely under certain flight conditions. To insure that adequate power is available when necessary, all aircraft (corporate or member-owned) on any CAP mission operated within the Pacific Region shall conform to the following restrictions:

a. **General.**

1) Aircraft occupancy is limited by the engine's Sea Level Horsepower rating. There will be a minimum of 60 horsepower per occupant, unless a specific waiver - by mission/sortie -- is granted by the wing commander for aircraft with proven performance with less than 60 HP per occupant. Any waiver granted to the paragraph above by a wing commander:

(a) Shall be in writing following telephonic approval if applicable -- e-mail or fax is satisfactory -- and retained with mission paperwork.

(b) Shall apply only when the density altitude for any given flight is less than 7,000 feet for normally-aspirated engines and a terrain clearance of at least 2,000 feet at cruise altitude can be continuously maintained.

(c) Individual occupant / aircraft weight and balance or performance limitations may restrict the total number of occupants to less than one occupant per 60 HP therefore, the "60 HP per occupant" rule shall not be applied to avert, or override established weight and balance or performance calculations for any given aircraft operation.

(d) No flight shall be flown, other than communication relay missions, unless the PIC determines from the aircraft performance charts that a minimum climb rate of 300 FPM can be sustained at the selected or assigned operating altitude and under the forecasted weather conditions at the time of flight.

Chapter 3 - PILOT QUALIFICATIONS AND REQUIREMENTS

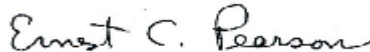
3-4. e. ADDED: Pilot-In-Command Requirements. Wings shall establish procedures allowing Corporate aircraft to be operated by fully qualified members of other units. (Also see Para. 3-5.j of 60-1).

3-8. AMENDED: Proficiency Requirements for CAP Pilots. The 90 day requirement is amended to 45 days.

Chapter 4 - FLIGHT RELEASE OF CAP AIRCRAFT

4-10. b. ADDED: Tactical Risk Management.

(5) All Aircrew members on a given flight shall review each item on the PCR F-115 (Wallet Card) with the PIC to evaluate risks they may encounter on their proposed flight.



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